GRUMMAN plane news

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Zahedi: 'This cooperation and friendship shall continue'

CALVERTON, NEW YORK, July 24, 1978 — Ardeshir Zahedi, Iranian Ambassador to the U.S. said today that "We have been very pleased with what Grumman has done for Iran and I look forward to the future...this cooperation and friendship shall continue."

The Ambassador spoke at the commemorative ceremony of the 80th F-14 to be delivered to the Imperial Iranian Air Force (IIAF).

Earlier, the crowd waited anxiously for the official party from Washington to arrive here at the Calverton facility. As the Gulfstream II rolled to a stop, the welcoming contingent moved out of the Plant 7 hangar shadows into the sun.

As the 11 year-old son of the Shah of Iran began his walk down the long red carpet to the dais, members of the Imperial Iranian Air Force, at Grumman for maintenance training on the F-14, enthusiastically chanted and applauded. Other attendees quickly joined in the welcome to the young, distinguished guest.

The H-80 acceptance ceremony then officially opened with the playing of the Iranian and U.S. national anthems. The F-14, painted familiar desert camouflage colors and bearing the red, white and green IIAF insignia, was situated behind the speakers' platform.

Grumman Corporation Chairman Jack Bierwirth then introduced those on the dais: Prince Ali Reza Pahlavi; Ambassador Zahedi; Vice Admiral Darius Farzaneh, Chief of the Iranian Naval Mission to the United States; Rear Adm. David Altwegg, director of Security Assistance Division, Chief of Naval Operations; Capt. Norio Endo, Naval Plant Representative at Bethpage; Edmund Marshall, President, Government Products Division, Pratt & Whitney Aircraft Group; John Winkel, Vice President-Marketing, Hughes Aircraft Company; before introducing Grumman Aerospace Chairman and President George Skurla, who spoke for the company.

In his remarks, Skurla told the audience of Iranian guests, U.S. naval officers and Grumman personnel:

"It is indeed a great honor and pleasure for me on behalf of all of us in the Grumman organization — especially my working associates in Grumman Aerospace — to welcome you to our Calverton facility for this commemorative occasion today."

Commenting on his visit to Iran two-and-a-half years ago, Skurla said, "That initial introduction of the F-14 into operational service with the Imperial Iranian Air Force was truly

(Continued on page 2)

Welcome. *Prince Ali Reza Pahlavi walks down the red carpet with Ambassador Ardeshir Zahedi and Jack Bierwirth, Grumman Corporation Chairman. Below: Ambassador Zahedi (L) addresses attendees at the H-80 ceremony; and, at lower right, the young Iranian prince stands with George Skurla, Chairman and President of Grumman Aerospace, and Ambassador Zahedi.*

Last Tomcat delivered to IIAF

(Continued from page 1)

a most significant occasion because it marked the beginning of a new chapter in the friendly and cooperative relationship that exists between our two nations.,"

It also was a very proud moment for Grumman, stated Skurla, "because when His Imperial Majesty, the Shahanshah, decided to procure our F-14 Tomcat, we believe he chose the greatest air superiority and air defense fighter in the world to provide a strong protective shield around the country of Iran and be instrumental in helping preserve peace in the Middle East." During his visit to Iran at the end of last year Skurla observed that, "Our joint efforts have gone along very well and I am very impressed by how quickly and professionally the Imperial Iranian Air Force has absorbed this highly-sophisticated weapon system into their everyday activity. Ever-increasing operational readiness statistics are undeniable proof of this.

"Also during my last visit, I was again taken with the physical beauty of your country and the many reminders of its ancient and marvelous culture. Yet — side by side with these reminders of a glorious past — there stands clear evidence of the vitality, resolution and many talents of a vibrant nation," said Skurla. "Iran, under the gifted leadership of his Imperial Majesty, is forging its destiny as a leader among the great nations of the world.

"All of us at Grumman are extremely proud to have fulfilled the Shahanshan's confidence in us by delivering every F-14 on or ahead of schedule and in quality condition."

Though the acceptance of the 80th Tomcat marks the conclusion of Grumman's initial contract with Iran, Skurla said, "Let me assure you that we stand ready and eager to continue to fulfill His Majesty's confidence in us for any of your country's future needs."

Skurla then introduced Adm. Altwegg who told attendees that as President Carter stated during the Shah's recent visit, "We look upon Iran's strength as an extension of our own strength; Iran looks upon our strength as an extension of theirs. We derive mutual benefits from this close extension. Our military alliance remains unshakeable, we have no other nation with whom we have closer consultation, concerning the problems that confront us both."

The delivery of the 80th Tomcat symbolizes that special relationship, stated the admiral. "This is the culmination of a truly team effort—reflective of the spirit of friendship and cooperation. Grumman, the Navy and Iran can be justly proud."

On behalf of this team, Skurla and Capt. Norio Endo, Naval Plant Representative at Bethpage, then presented the H-80 log books to Ambassador Zahedi.

Commenting on how proud and happy he was to be here accompanying Prince Ali Reza Pahlavi, Ambassador Zahedi said that when he came almost three years ago to officially sign-off the first F-14 Iranian aircraft, "there were only two or three of these young, intelligent Iranian boys who came to the United States to study and get acquainted with the F-14 aircraft... Today I was extremely happy to see that there are more than 25 of them here among us."

Adding to Adm. Altwegg's statement concerning the U.S.—Iran common bond, Zahedi said, "In this troublesome world in which we are living, Iran would count on the friendship with the U.S.A. and the United States equally would count on Iran. Iran, which has been called many times the stable island between the West and the East, has become a partner and a close friend of the U.S. The relationship between our two countries has never been better."

Zahedi then stressed the importance of the F-14 Tomcat has to the free world as a whole. "We have been very pleased with what Grumman has done for Iran and I look forward to the future...this cooperation and friendship shall continue."

In concluding the formal commemorative ceremonies, Skurla, addressing the young Prince Ali Reza Pahlavi and the Ambassador, said, "Again, on behalf of all of us here at Grumman, we thank you for being with us today. In the eyes of some this might seem to be the end of a relationship, but as someone once said, 'All good things must come to an end so new good things can begin.' We strongly believe that our relationship with the great country of Iran will continue to grow and that the F-14 Tomcats will fly through the skies of Iran for many years to come."

Following the official ceremony, the young prince climbed aboard Tomcat H-80 to personally inspect the air superiority fighter. He then joined other members of the official party for a tour of Plant 6 final assembly, and a close inspection of the A-6E Intruder, E-2C Hawkeye, and EA-6B Prowler. Before boarding the Gulfstream, to return to Washington, the young prince along with other attendees witnessed a Tomcat climb rapidly into the sky above Calverton.

Iranian gathering. *Prince Ali Reza Pahlavi and Ambassador Zahedi pose for photographers with members of the Imperial Iranian Air Force who are studying F-14 maintenance at Grumman.*

Reach agreement to sell Grumman American

On Monday, July 17, Grumman Corporation announced that it has reached an agreement in principle to sell Grumman American Aviation Corporation to American Jet Industires for $32-million, plus $20.5-million of a preferred stock issue of American Jet.

Grumman has agreed, subject to the approval of its board of directors, to sell the Grumman American common stock it owns, which is 80 percent of the outstanding shares. The three principal owners of the remaining 20 percent of the common stock have also agreed to sell their shares.

American Jet Industries is a privately-owned general aviation overhaul and services company with headquarters in Van Nuys, California.

A subsidiary of Grumman Corporation, Grumman American Aviation, manufactures and markets a line of light aircraft, agricultural aircraft and the Gulfstream II, a business jet. A higher performance jet, the Gulfstream III, is currently under development.

As a preferred shareholder, Grumman will continue the development, testing and certification of the Gulfstream III to meet its performance specifications, under contract with American Jet. Grumman will also provide continuing engineering and marketing support, and will receive a commission on Gulfstream III sales.

American Jet is developing a smaller business aircraft called the Hustler. This new aircraft will be added to the current Grumman American product line and will be manufactured at the Savannah facility.

For Grumman's 80 percent of the common stock, without warrants, American Jet will offer $15-million in cash plus $10-million of a preferred issue of American Jet stock. Grumman now holds $10.5-million of Grumman American preferred stock, which will be exchanged for a new preferred issue.

"Grumman American will be a stronger company with an additional major new product and under consolidated ownership," said Grumman Corporation Chairman Jack Bierwirth. "The Gulfstream III is important to our corporate reputation. So we intend to complete its development as if it were entirely a Grumman product, and to continue our support after it reaches the marketplace."

obituaries

SAMUEL REILLY of Training and Devel., Plant 6, died June 18 at the age of 68. He had been with the company since 1940 and resided at Maple Hill Road, Shaftsbury, Vermont.

MICHAEL RUSSO of Prod. Plnng., Plant 2, died June 26 at the age of 55. He worked for Grumman since 1948 and resided at 2751 Ravine Place, North Bellmore.

JOHN TRIMBOLI of Maintenance, Plant 2, died July 7 at the age of 49. He had been with the company since 1966 and resided at 23 Bogart Street, Huntington Station.

Going fishin'

We're going to close down the PLANE NEWS office for staff vacations for the next couple of weeks. The special Ad Supplement will continue to roll off the presses; News Board will also be published during these weeks. The next issue of PLANE NEWS will be delivered on Friday, August 25. Have a great summer!

GRUMMAN plane news

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Editor
Kathy Housley
Ext. 3293

Associate Editors
Wally Kalinyak Ext. 5119
Norine Lyons Ext. 5118

Editorial Assistant
Kristin Lane
Ext. 8999

Plane News from outside line: (516) 575-8999

Aviation Hall of Fame honors Gabreski

Yesterday and today. *Frank 'Gabby' Gabreski is one of five people being inducted into the Aviation Hall of Fame this year.*

Friday, July 21 was a big day for Frank "Gabby" Gabreski of Air Force Requirements. Gabby, a retired Air Force colonel and America's top living Air Ace, was inducted into the Aviation Hall of Fame in a ceremony at the Dayton Convention Center in Dayton, Ohio. Ceremonies were held in conjunction with the Dayton Air Fair '78.

Gabby was honored for his "outstanding contributions" during his 27 years of military service. He became the top American Ace in the European Theatre of Operations during World War II and spent ten months as a prisoner of war. During additional service in the Korean Conflict, he became a Jet Ace and the top living American Ace. He later held a number of command assignments in the Air Force before coming to Grumman in 1967. Gabby holds 23 decorations and service awards and is credited with the destruction of 37.5 enemy aircraft.

Mixed emotions

The Aviation Hall of Fame honored five men this year, two of them still living.

"That represents a fairly recent departure from tradition," says Gabby. "Usually they wait until an individual has been dead for a number of years before he's enshrined. But with their new policy, they try to pick a few people who are still around. I guess I have mixed emotions about it. Of course, I feel grateful and deeply honored...but somehow I feel that people should be honored after they die."

Gabby flew mostly P-47's during World War II. "They were a far cry from the sophisticated military aircraft we have today," says Gabby. "Radar capabilities on an F-14 can pick up enemy aircraft over 100 miles away.

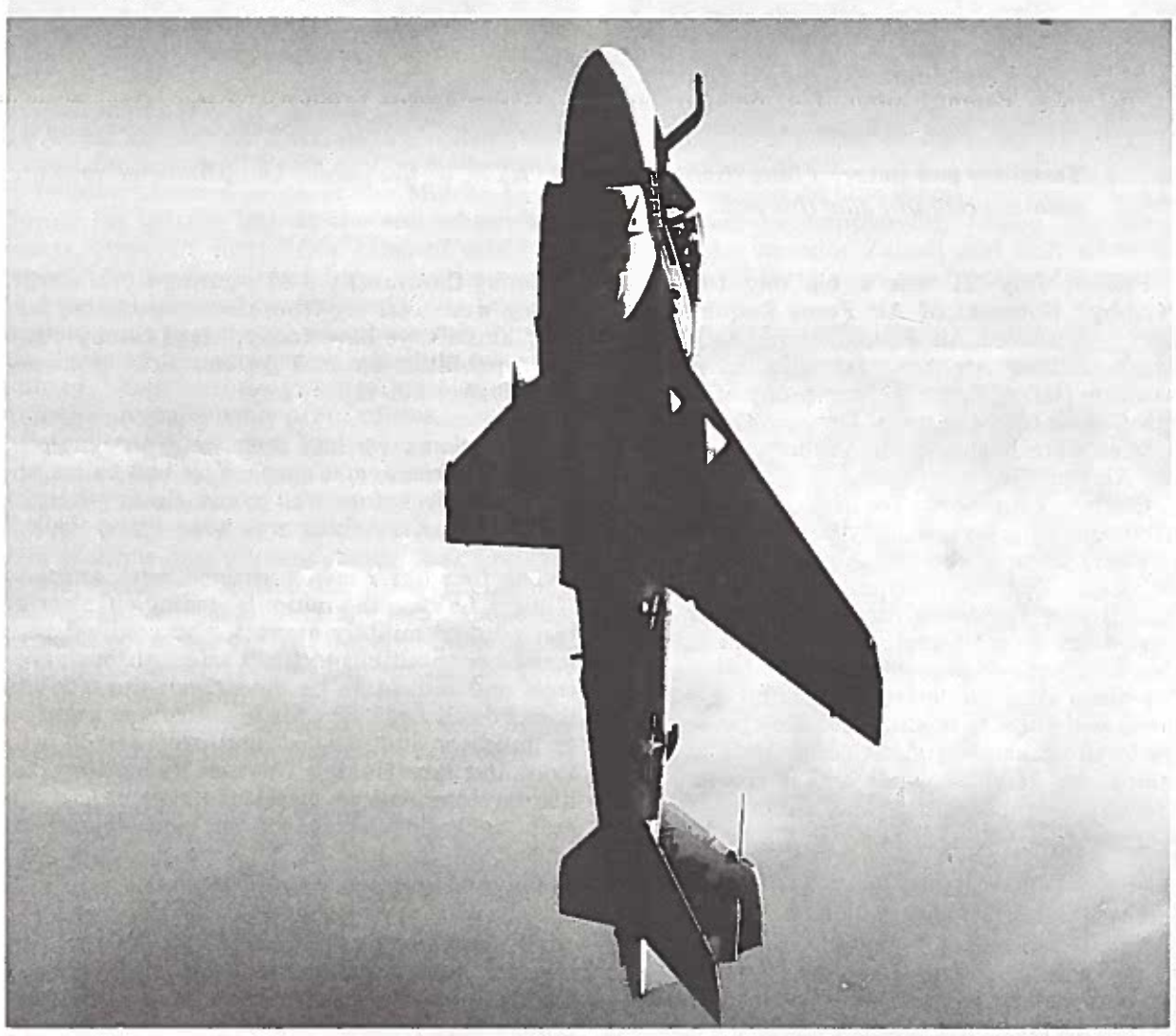
"The planes we had then were very basic ... engine, airframe, and guns. You had to see enemy aircraft before you could do anything about them. Everything was done by eyeballs."

The four other men enshrined were Anthony William LeVier, the nation's leading engineering test pilot of military aircraft, also credited with many contributions to flight safety through controls and indicators he developed; the late William Powell Lear, Sr., for his efforts as a designer, inventor, industrialist, and promoter in aviation; the late Holden Chester Richardson, for his developments in Naval and commercial aircraft, including seaplane floats and flying boat hulls; and the late Clyde Vernon Cessna, the founder of Cessna Aircraft Company.

Gabreski and the others joined the ranks of the illustrious in aviation... including Orville and Wilbur Wright, Eddie Rickenbacker, Charles Lindbergh, Amelia Earhart, and Alexander deSeversky. Last year, Leroy Randle Grumman, a pioneer in naval aviation and one of the founders of the company nearly 49 years ago, was a recipient of the Aviation Hall of Fame's 1977 Gold Medal of Honor and Achievement.

Trya papaya

Grumman Allied came up with an exotic dessert for cafeteria diners in all plants on Monday, July 17...generaous slices of Hawaiian-grown papaya. The fruit, a gift to Grummanites from the Papaya Growers of Hawaii, was brought from the islands to San Francisco by ship, and then traveled to the East Coast in a Grumman Allied Dormavac hypo-baric container. They were stored in Dormavac for 21 days and then allowed to ripen. How were they? "Great..." said one adventurous soul, "like a cross between a peach and a melon. No, it's more like an avocado and a pear. Or a guava, perhaps." Perhaps. (Photo by Marie Trimborn)



Wild blue yonder. *Grumman photographer Larry Van Wallendael recently snapped this photograph of an A-6 Intruder going through high loft maneuvers for ordnance delivery at NAS Oceana, Virginia. On board the Intruder were VA-42's Pilot Lt. Cdr. Bob Houser and B/N Lt. Cdr. Lou Lalli.*

GAA offering trip packages

Tired of the same old Thanksgiving turkey? Why not have some fish and chips in London, or a Chateaubriand in Paris, or even breadfruit in Barbados. All you have to do is sign up with GAA for one of these Thanksgiving tours:

Thanksgiving in London

The price for this tour is $469.00 per person based on double occupancy per room. The package includes round trip jet transportation to London via Pan Am from JFK leaving November 18 and returning the 25th. You will have six nights accommodations at the Tara Hotel. The room has a private bath.

Also included in the price is a daily breakfast, tickets to a London show, baggage handling, all taxes and service charges, a sightseeing tour of London's West End and the Services of a professional tour escort.

Thanksgiving in Paris

Round trip jet transportation via Air France 747 charter to Paris from JFK leaves November 18 and returns the 25th. Transfers between the hotel and airports are included in the $499.00 per person price based on double occupancy.

The package includes six nights of superior first class accommodations at the Deluxe Concorde la Fayette with a private bath and Continental breakfast daily, plus all taxes and service charges. Also included is a falf-day sightseeing tour of Paris and the services of a professional tour escort.

Sign up for both tours is on Tuesday, August 15 in the Plant 28 auditorium at 5:30 p.m.

Thanksgiving in Barbados

This package includes your round trip airfare between New York and Barbados via American Airlines leaving November 17 and returning on the 24th. You will spend eight days and seven nights at the Barbados Beach Village.

The package includes round trip airport transfers and baggage handling, all hotel taxes and U.S. and Barbados departure taxes.

Also included in the package are seven breakfasts, four dinners, certain gratuities, a travel escort and a "Welcome rum swizzle party."

Sign up for this $444.00 package is on Tuesday, August 22, in the Plant 28 auditorium at 5:30 p.m. All employees, retirees and their families are eligible for these Thanksgiving packages.

The GAA is also sponsoring a tour by deluxe coach to Williamsburgh, Virginia from September 29 to October 1st. The cost is $157 per person (double occupancy per room) or $219 for single occupancy. The tour includes three nights at a Motor House, six meals, admission to the Colonial Williamsburgh and Jamestown Festival and a special dinner at the Cascades Restaurant. Jackets for men and dresses or pants suits for women are required at the restaurant.

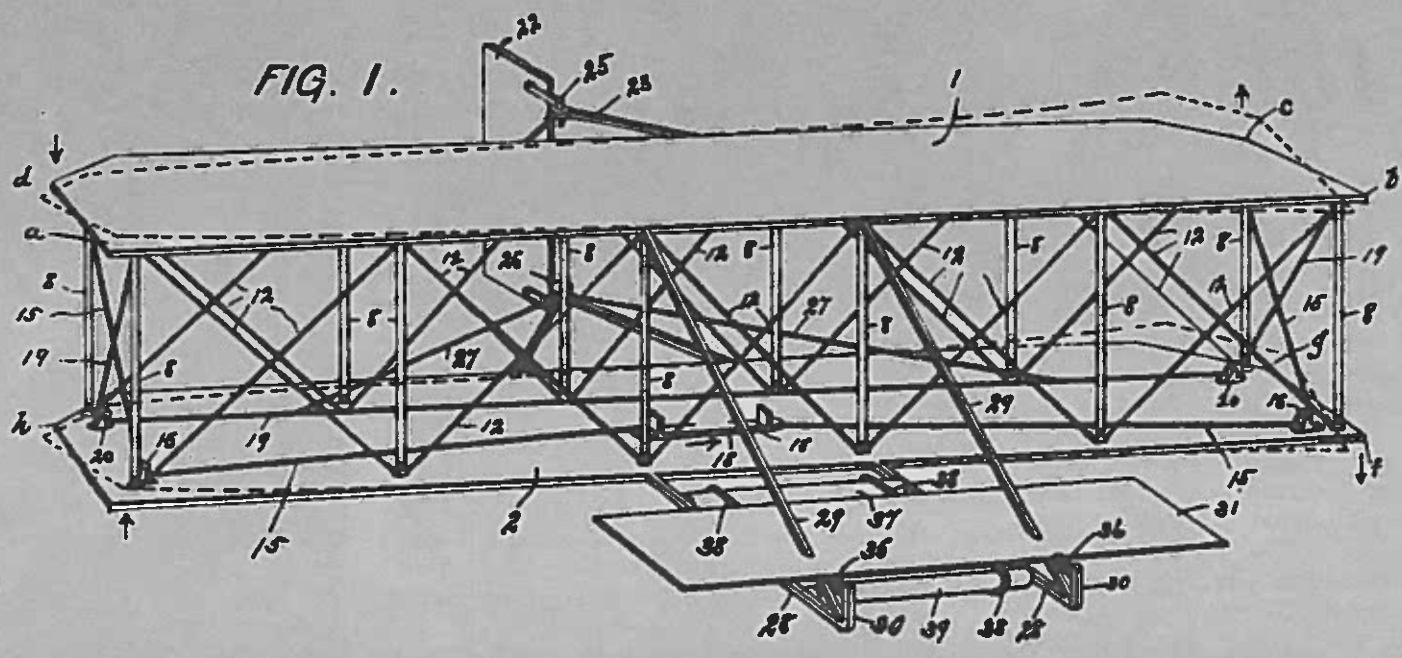
All employees, retirees, family and guests are eligible. Call or visit Ellen Drasser at the GAA office next to Plant 2, Ext. 2133 or 2269, for further details.

No. 821,393.

O. & W. WRIGHT
FLYING MACHINE.
APPLICATION FILED MAR. 23, 1903.

PATENTED
MAY 22, 1906.

FIG. 1.



Few ideas get 'patent' stamp of approval

"It can paint tight corners, repair storm windows, and peel, dice and mince any vegetable in the western world. Send a check or money order for $9.95 to. . ."

Ever fantasize about inventing a handy-dandy something or other and becoming famous? Lots of people do. And when they get ideas for new flying machines and variations on the theme, a lot of them contact Grumman. Grumman has folders full of good ideas, wild ideas, kids' drawings, and old men's dreams. Such as this one:

Dear Sirs,

I have an idea for an aircraft of very unorthodox design. This aircraft will take off vertically. It will also fly in any direction backwards or forwards. It is shaped similar to a saucer. It can also land anywhere or take off anywhere. Due to certain principles, it does not cause friction with air. I can supply full technical details and drawings.

In addition a smaller model can displace the modern motor car. In this model, it can be made for $3,600.

Each letter must be tactfully answered, either with a firm but gentle, "no, thanks" or, sometimes, a "send more information."

But when it comes to inventions invented by Grummanites in connection with their jobs, the eight-member Grumman Patent Committee has the task of deciding whether or not a patent should be pursued. In 1977, Grummanites submitted 78 disclosures of inventions (defined as a "revelation of an idea or invention in written form sufficiently complete to convey a clear understanding of the nature, purpose, and operation thereof.")

Of those 78 disclosures submitted, 30 possessed the requisite margin of novelty and were considered by the Patent Committee. Of those 30, 14 new patent applications were filed. In addition, 31 patent applications were filed for earlier submitted disclosures. In all, 18 patents were issued for the year.

The eight Patent Committee members are: Pete Viemeister, Vice President-Development, who chairs the committee; Larry Mead, Sr. Vice President, Grumman Aerospace; Bob Kress and Art August of Grumman Aerospace; Mellor Gill of Grumman Corporation; Bob Pearson, Vice President-Products, Grumman Data Systems; Dick Stevenson, Vice President-Hypobarics-Grumman Allied; and Elliott Vose, Vice President-Grumman International.

Obtaining a patent is a long, complicated process that can take two years or more. When a patent is issued for anything a Grummanite invents that relates to the company's business, the patent, although issued in the employees's name, belongs to Grumman. This is in accordance with an agreement to that effect signed by every Grumman employee since 1959.

By the same token, if an invention is the result of a concept developed on a NASA (National Aeronautics and Space Administration) program, NASA owns the invention. The Department of Defense (DOD) has a license to any invention developed on a DOD program.

For this reason, says Mell Gill, Grumman's patent counsel, many inventions are not patented. "For example, if an invention has been conceived or developed under a government contract," says Gill, "the government has rights to the invention, and if the government is going to be the only customer for it, it doesn't make much sense for us to go after a patent. In a situation like that, we write up the proper disclosure forms and submit them to the government. Any further action is up to them."

"Part of the work of the Patent Committee is to determine whether something has market potential," states Gill. "This can go two ways . . .perhaps the item will be something we would choose to manufacture and market ourselves, or else license someone else to do the job for us."

Here's a brief rundown of how good ideas at Grumman are patented:

- The inventor first obtains Disclosure of Invention forms from the Corporate Patent Department; fills them out, and returns them.
- The Corporate Patent Department examines the forms to assure proper completion, resolving any questions with the inventor. A copy of the form is sent to the inventor's supervisor.
- The inventor's supervisor evaluates the disclosure and enters his or her comments, and returns the forms to the Corporate Patent Department.
- The department then performs a patent search in the United States Patent Office in Washington, D.C. This is to make sure that the invention differs sufficiently from prior art to support a patent application.
- If the search results are not favorable, the inventor is notified. The inventor then decides either to drop the matter, or obtains a release and pursues a patent on his own.
- If the search results are favorable, the disclosure is then evaluated by the Patent Committee.
- The Patent Committee then approves or disapproves the processing of a patent application, and notifies the Corporate Patent Department accordingly.
- If the processing of the application is not approved, the inventor is notified. Once again, the inventor can decide to drop it, or obtains a release and proceeds on his own.
- If the processing of the application is approved, the inventor is notified.

For the necessary forms or further information, call Dick Geib, assistant patent counsel, Ext. 3952.

Grumman Houston

Right place, right time, right team

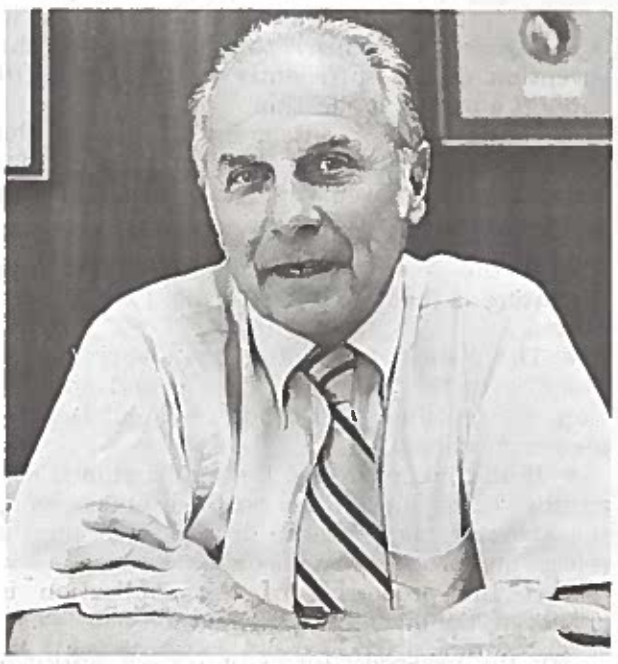
HOUSTON, TEXAS — The United States gradual switch from coal to oil and gas has been this town's greatest bonanza. Today it is the major operating base for 24 of the nation's 25 oil companies. It is also the home of Grumman Houston Corporation, a wholly-owned subsidiary of Grumman Aerospace. Like its neighbors, Grumman Houston is experiencing tremendous growth.

Prior to the company's establishment in 1973, the personnel and facilities of Grumman Houston represented one of the parent organization's key operations in support of the Apollo Program. For more than a decade, its biggest single activity was the Grumman Lunar Module (LM) which underwent extensive environmental testing at the Johnson Space Center prior to its first flight.

With a small crew of highly skilled people in the electronic/mechanical field, the new Grumman Houston Corporation spent its first year of operations building components for aircraft and support equipment programs of Grumman Aerospace. Its long-term objective: seek new contract work from NASA and other aerospace-related organizations, and tap the oil and petrochemical industires' equipment market.

The GAC subsidiary is right on target. In 1977, its GAC subcontracts amounted to $4.5-million versus $2-million in commercial sales. This year, Grumman Houston President projects $3.5-million in aerospace work and $5-million in commercial sales.

A few weeks ago, Buxton announced that Houston had just received additional contract



Jack Buxton

awards in excess of $12-million for oil exploration, electronic and mechanical systems. The new work brings the Sunbelt company's current commercial backlog to more than 16-million -- the largest in the company history.

"As our business base expanded, we tried not to put 'all the eggs in one basket,' " says Buxton. Grumman Houston is presently working with:

o Grumman Aerospace. GHC continues to build a limited number of harnesses, electronic and mechanical equipment for the parent company, as it did five years ago. "The activity retains and demonstrates to new customers the capability that is unique to Grumman," states Buxton. Business volume is now at approximately $3.5-million a year. Controller Larry McCarty projects that this figure will drop to about $12-million a year by 1980.

o *National Aeronautics and Space Administration (NASA).* Presently under contract to support the Grumman-build Shuttle Training Aircraft (STA), Houston has subcontracted a major portion of this work back to Grumman Aerospace. Also, because of Grumman's track record on the Apollo program and GHC's Houston locale, the subsidiary is called upon by NASA's John Space Center for a variety of electro-mechanical jobs such as ground hardware for training, payload flight test articles, and remote manipulators for the Shuttle Orbiter, scientific hardware, etc.

o *Bell Helicopters* of Forth Worth, Texas. Once again, Houston is in the right location. It is currently under contract for $600,000 worth of electronic components, such as flight control devices. "Fort Worth is only 40 minutes by air and Bell is looking for a local major supplier of electronics," states Buxton. "There is a potential business of $2-million annually."

Grumman Houston is also producing harnesses and electronic components for various other industries that require highly specialized products.

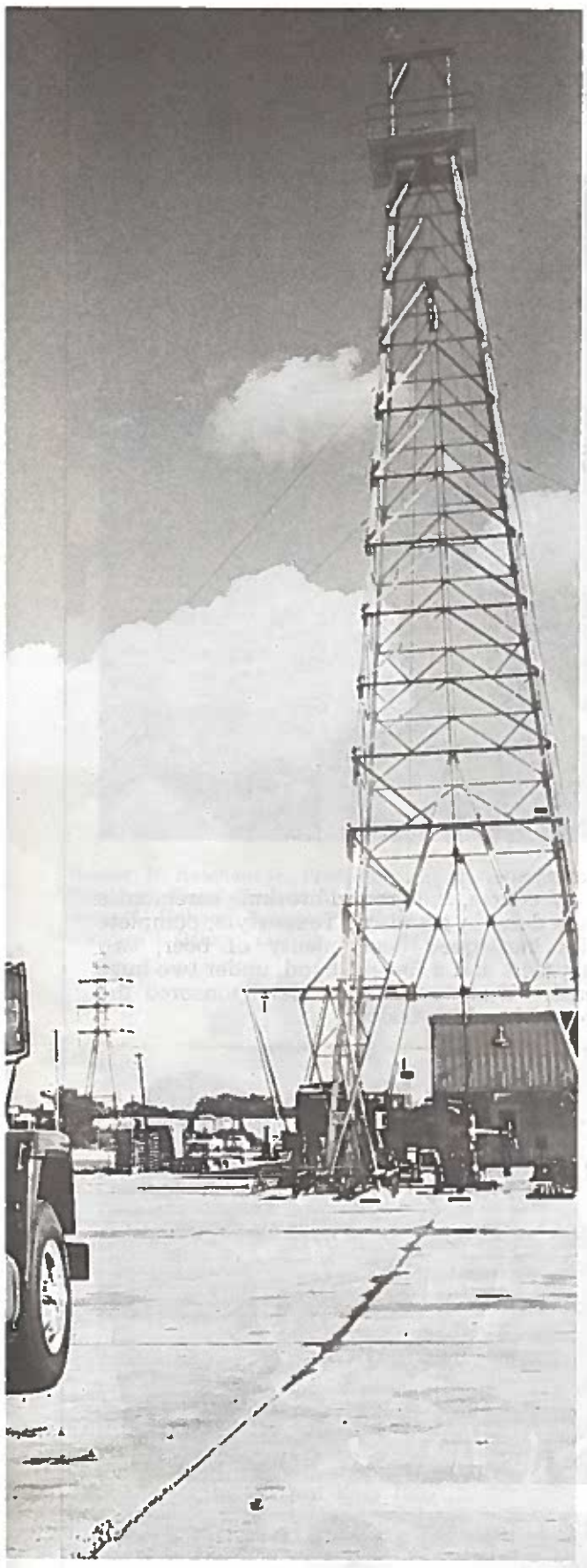
o Oil exploration. The biggest factor in GHC's commercial business expansion is its growing relationship with Schlumberger Well Services (SWS).

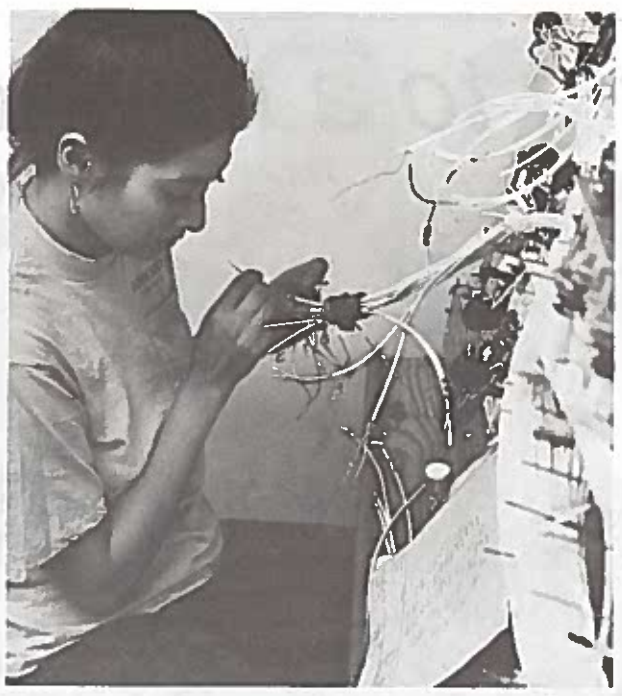
Located in Houston, Schlumberger is considered the "Cadillac" of oil well logging services in the world. GHC's largest customer provides oil companies with logging services in more than 75 countries. These services are essential in location and production of oil and gas reservoirs.

TV-I. *Grumman Houston builds these logging units m*

Logging is accomplished by lowering a sensor measuring device down the drill hole. These devices transmit information on depth, thickness and geological characteristics of a particular formation — and most important the presence and quantity of oil or gas.

The company with sales topping $2-billion in 1977 is very optimistic about the future. "Our growth has accelerated since the Arab oil embarge in 1973," says George Hepburn, SWS director of Material. "As people realize that we have to reduce our dependence on overseas oil and find more oil and gas in this country, our business has been growing. The more number of wells drilled, the more our services are in de-





Grumman and Schlumberger share the same trademark: top quality products with high reliability. GHC seemed a natural for building their rugged, precision hardware.

Because of Schlumberger's increasing confidence in Grumman's ability to do the job, GHC was recently selected as prime contractor to build 43 of Off-Shore Units (OSU), rugged, mobile, integrated and self-contained computerized control rooms, ready to go to work when lowered to the deck of an oil rig at sea.

This contract amounts to over $7.5-million.

"Another reason for having Grumman as prime contractor is that they are right here -- right in Houston - the world center of oil manufacturing businesses such as ours," says Hepburn.

The Off-Shore Units are only part of the work performed for Schlumberger. Grumman is also producing harnesses; computer racks; the TV-I, a computer room on a truck body for land-based missions, and a smaller computer logging unit that is also used on off-shore rigs, and remote areas.

"We have developed a total capability which allows us to become a prime contractor to deliver a fully integrated and tested system on a 'turn key' basis," says Buxton. "We are unique in the Houston area in this respect and provide our customers with a capability that is in great demand in this area."

Only the best

As OSU prime contractor, Grumman Houston is responsible for delivering a top quality product within costs, so it has called upon other members of the Grumman family. As Buxton says, "When you want the best, you go to the best. We've tried other campanies as suppliers and have found that Grumman quality in merchandise is far superior."

For that reason, Stuart Operations in Florida is building metal cabs for the truck units, hydraulic tanks, and other mechanical pieces. Grumman Allied Industries' Pearson Yachts has a $1-million order from Houston to build fiberglass cabs for Slumberger's two off-shore logging units.

Grumman Aerospace's Great River Operations (GRO) plays an important role as a subcontractor for the more sophisticated portion of GHC's electronic work. "GRO has expensive test and production equipment which is used for our electronic jobs," points out Buxton. "This further enhances the influence aerospace technology has on our work in Houston."

Grumman Aerospace proven expertise in highly specialized fields of technology has opened several doors for its subsidiary

"When we show a film of the F-14 Tomcat in action, or the fiberglass technology at Pearson, our potential customers get an immediate feel for our large corporate resources and talent," says Buxton.

"Customers know that we can call upon any member of the Grumman team for technical assistance. . .," says Buxton. "It's the backbone of our marketing. And it's paid off nicely."

ıted on truck chassis for Schlumberger.

mand."

Schlumberger began tapping Grumman's resources about three years ago. "At first, our jobs were very small," says Buxton, "such as harnesses, welded boxes, etc. As we proved ourselves, both the volume and level of required skill increased."

"Grumman products are designed to work in hostile environments, whether it's space or on a carrier in the open seas," says Hepburn. "We work in extremely hostile environments, too: in the arctic, jungles, deserts and off-shore...in high humidity, high or low temperatures, and at times we lower tools into a well that may have 25,000 lbs. per square inch pressure."

One man's opinion

Brian McLaughlin

Born and raised on Long Island, Brian McLaughlin decided to do what his parents did years ago — move. While his parents settled in a young and up-coming area, Long Island, Brian and his wife Arlene moved to Houston.

"I was ready for a change," says Brian. "My wife Arlene is a practical nurse and couldn't find a job. I worked in Plants 2 and 43 for over four years and was ready for a change. Grumman Houston was the place to go."

Today, Brian is assembling rugged computer racks for logging units; Arlene has a job at a local hospital.

The young couple think they've made a wise decision. "We rent a house on the water for $250 a month...love the weather ...utilities are much lower...no state tax... food and clothing are about the same." They find that many of their neighbors and friends are also newcomers to the Houston area.

Though Brian admits the hunting season isn't as long as up north, he has found other pluses. "If you're a shrimp lover, this is the place to be," he jokes. Since he's only been in the area four months, he says that he's still exploring.

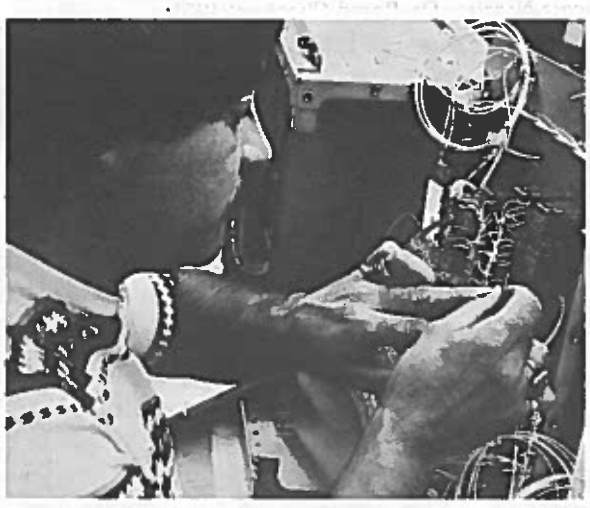
"Just as Long Island was booming when my parents moved there, that's what's happening here," he says. "At Grumman, you feel that everyone knows that the sky's the limit as far as your job goes. I feel I have a future here — at Grumman and at Houston."

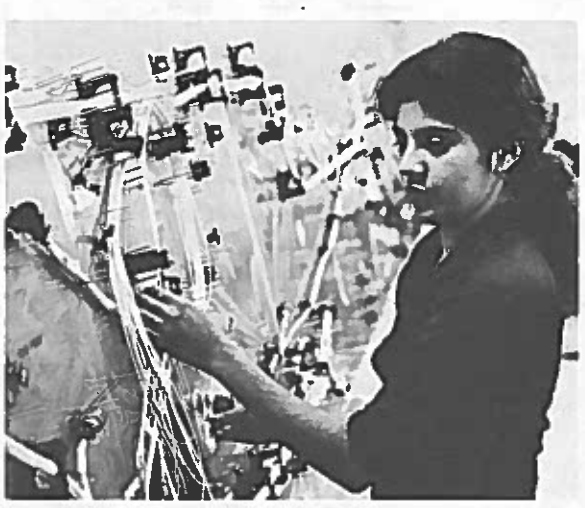
Moving to a new locale

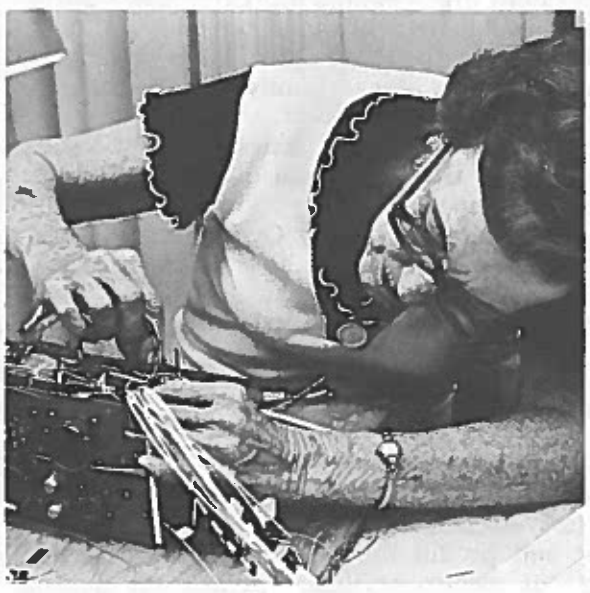
By the end of this year, the Grumman Houston team will be moving into a new 180,000 square foot building across from Ellington Air Force Base.

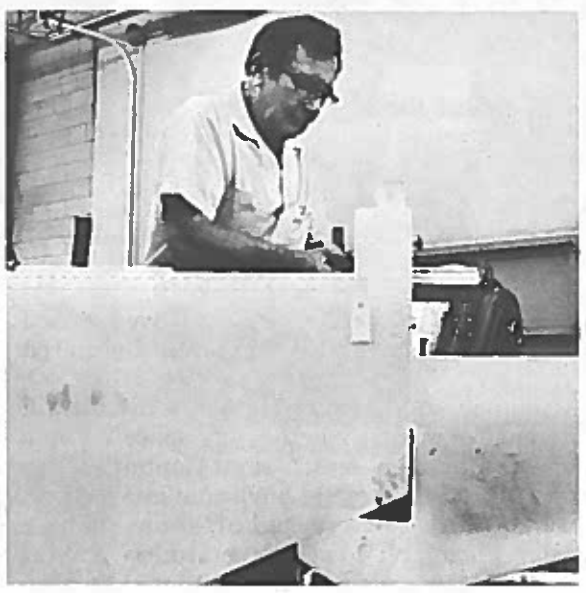
Joining the members of the GHC team at a special ground-breaking celebration were (L to R) John O'Brien, Grumman Aerospace Senior Vice President-Administration and Resources; Bob Wadsworth of Wadsworth Properties which is constructing the new building under a long-term lease agreement with option to buy; Jack Buxton, Grumman Houston President; and Carl Paladino, Vice President and Treasurer of Grumman Aerospace.

Of course, the ground-breaking ceremonies were done in grand ole Texas-style, complete with barbequed beef, plenty of beer, two bagpipers and a five-pc. band, under two huge tents. Wadsworth Properties sponsored the ground-breaking feast.









C. Zindl

P.N. Annello

K.P. Bonestele

E.E. Gambino

J.H. Arlin

E.J. Schineis

N. Narcisco

M.L. Koch

W.M. Aubin

service milestones

J.A. Borgen

C.B. Butter

R.N. Morselli

35

Herbert H. Ketcham Jr., Prod. Plng. (2)
Stanley F. David, General Acct. (30)
Henry L. Dubocq, Release & Cntl. (35)
Leonard J. Galupo, Logistic Serv. (67)

30

Harry Youngs Jr., Drop Hammer (2)
Joseph P. LaTurno, Rpr. Cntl. (2)
Robert J. Selock, Cntl. Storage & Retrieval (2)
Robert J. Sanderson, Mfg. Engg. Mgt/Staff (2)
Robert E. Boehning, Assy. Tool & Hand. Equip. (2)
Richard E. Smith, Assy. Tool & Hand Equip. (2)
John M. Caldwell, Optical Tool & Metrology (2)
Robert L. James, Maint. (2)
Robert E. Coutieri, Prog. Contracts (2)
Adam E. Majewski, Assemblies (3)
Louis Amoroso, Prod. Cntl-Parts Cntl. (3)
Rudolph J. Smatlak, Tool Maint. & Repair (3)
Fritz Dunmire, Bus. Devel. Mgt. & Staff (5)
Ettore Borrelli Jr., Resource & Admin. Serv. (7)
Charles Selock Jr., Cent. Receiving (24)
John J. Camarata, QC Qual. Engg. (35)
Peter Yanul Jr., Ctr-Sect. Major & Subs. (36)
Lawrenee L. Negretti Jr., Final Assy. (36)
Arthur C. Jaeger, Prod. Super. (36)
Harold Albertson Jr., Program Jgt. (40)
Charles T. Oliver, Struct. Des. (40)
Kenneth Sommer, Invent. Mgt. (44)
John L. Caulfield, Field Maint. Sqd. (60)

25

Robert E. Shacklady, Fuselage Assy. (1)
Carl Zindl, Prod-Cntl-Parts (2)
Patsy N. Annello, Prod-Cntl-Parts (2)
Lillian L. Offen, Medical (2)
Kenneth P. Bonestele, Convent. Mach. (3)
Ernest E. Gambino, N/C Mach. (3)
John H. Arlin, Des. Engg. Mgt. & Staff (5)
Eugene J. Schineis, QC Mgt. & Admin. (6)
Nicola Narciso, On-Board Checkout (25)
Mary L. Koch, Pric. & Anal. (30)
Roberta Cade, Matl. Acct. (30)
William M. Aubin, Mtl. & Struct. Mech. (35)
John A. Borgen, Inspect/QC (77)
Carl B. Butter, Prod. (88)

Also included in this month's issue is Robert N. Morselli, of Elect. Sub-Assy., Pl. 77.

20

Henry E. Szubzda, Final Assy. (1)
Arthur J. Mahlstedt, GSE Sched. (1)
Harold G. Fredrickson, Prototype (2)
Patrick J. Courtney, Mfg. Systems/Doc. (2)
Albin G. Donner, Food Serv. (2)
Eleanor R. Johnson, Food Serv. (2)
Charles J. Gambino, Details (3)
Joseph Carbone, Maint. (3)
Carl H. Moller, Wood Shop (5)
Emil J. Ruf, Maint. (5)
Jeremiah Brosnan, Maint. (5)
Kirk D. Keer, DOD A/C-Prog. Staff (5)
Julius Cohen, Corp. Syst. (5)
William F. Lynch, ILS Verif. & Suppt. (6)
Seymour E. Davis Jr., Maint. (6)
John F. Kotary, Chem. Engg. (6)
Martin J. Nicholson, Indust. Engg. (6)
Richard D. Rouzer, Matl. Coordin. (6)
Kermit E. Nicholson Jr., Final Assy. Insp. (6)
Peter S. Howell, Structures (7)
John S. Trahnstrom, Propl. & Fluid Syst. Prd. Suppt. (7)
Chester R. Fitzgerald, Tooling (11)
Anthony P. Lucidi, Maint. (12)
George Lubin, Matl. & Proc. Mgt. & Staff (12)
William A. Dengler Jr., Meas. Stnd. Mgt. & Staff (12)
Samuel Gates Jr., Trans-Ops. (20)
Walter T. Konig, Rec-Insp-Mach. Parts (24)
William F. Raynor, Assy. Meth. & Plng. (25)
Alfred Daum, Prog. Mgt. (25)
William T. Phillips, Prog. Mgt. (30)
June L. Lombardi, Info. Rec. & Serv. (35)
Gerald J. Fox, Life Sciences (35)
Michael T. Mohr, Des. Engg. Mgt. & Staff (35)
Bruce T. Hurley, Ops. Qual. Mgt. Syst. (35)
Edward F. Sweeney Jr., Des. Engg. Proj. Engg. (40)
Frank J. Hellwagner, Prod. Cntl. (43)
Maurice C. Pearsall, Elect. Wire Prep. (44)
John G. Noble, Repair (60)
Alvin F. Sattler, Tech. Ops. (77)
Charles H. Stenzel, Cust. Supply Rqmts. Mgt. (80)

15

Alfred A. Tolken, Sub-Assy. Major (1)
Anthony W. Vollono, Major Assy. (1)
Walter E. Hopkins, Sub-Assy. (1)
Anthony J. Merto, Final Assy. (1)
Sylvester S. King Jr., Stockrooms (1)
Robert P. Schmitt, ILS Digital Engg. (1)
Penyamin B. Sohikian, Vehicle Liaison Engg. (1)
Stephen L. Gaffney Jr., Supply Asset Cntl. (1)
James M. Ballenger, Small Parts Fab. (2)
Joseph S. Auteri, Parts Paint (2)
Frank S. Rogienski, Steel Parts Assy. (2)
Oscar S. Peterson, Hydraulics (2)
Paul S. Ricciuti, Assy. Meth. & Plng. (2)
Kalvin Pogoloff, Assy. Meth. & Plng. (2)
Kenneth C. Ripp, Matl. Mgt. M/S. (2)
William F. Fiorenza, Jigs & Fixtures (2)
Dennis A. Fuchs, Form Block (2)
Thomas A. Boglino, Cent. Storage & Retrieval (2)
George D. Valentine, Maint. (2)
Rodney W. Cronin, Food Serv. Acct. (2)
Generoso A. Antonacci, Details (3)
Peter W. Grevstad, Assy. (3)
Salvatore Catalano, Assy. (3)
Willie W. Bailey, Assy. (3)
Robert H. Bier Jr., N/C Mach. (3)
Kenneth A. Bennett, Mach Oper-Parts Cntl. (3)
George Frank, Prod. Cntl-Parts Cntl. (3)
Lewis M, Iuliucci, Mfg. Prog. Mgt. (3)
Frank Wolff, Vehicle Liaison Engg. (3)
John J. Reid, QC Lab. (3)
Ronald R. Helm, ILS Syst. Des. Engg. (4)
Michael A. Cortigino, Maint. (4)
Daniel T. Smith, Static Test (5)
George Perchak, Static Test (5)
Herschal R. Ewing, Environ. Cntl. & Test (5)
Robert W. Francess, Prod. Super. (5)
Fred J. Abeles, Environ. Cntl. Des. (5)
Wolfgang G. Buchmann, Aero. Des. (5)
John A. Portuese, Softwre. Devel. (5)
Leland R. Yager, Prop. Ops. (5)

(Continued on page 12)

retirees

On behalf of fellow workers, PLANE NEWS salutes the following men and women for their contributions to the company and wishes them well in their retirement.

James Carbonaro (2), Harold Dittmeier (3), Gordon Mitcher (43), Arthur Schaeffler (12), Edward Ellison (30), James Fantry (3), George Ford Jr. (2), Eugene Mancuso (2), Eugene Toner Jr. (36), Albert Eckerson (30), Leonard Cullison (77), Joseph Goff (14), George Halleran (2), George Okun (40), Joseph Plunkett (2), Joseph Thomson Jr. (5), John Reilly (36), Dorothy Cavins (77), Walter Hopkins (1), Clifton Gardiner (1),

Loren Daniels

Julie Lane

Tony George

They're getting a taste of the 'real' world

"You a summer kid?" He's about 6'2", in perfect shape from pushing a lawn mower around Grumman, and he's carrying his McKay Field lunch of three quarter-pound hot dogs, two ears of corn, and two containers of milk.

"Yes," says the young woman making her way toward the picnic bench. She's got a container of apricot yogurt and a bag of Fritos.

"Me too. Mind if I sit with you?"

There are several hundred of them scattered throughout the company. They work in all plants and in all areas, from Accounting to Food Services to computer programming, taking up the slack in the work load left by vacationing Grummanites.

Most of the Grumman summer students know that they're fortunate to have found summer employment. They talk about job hunting in other years when they started making the rounds of fast food restaurants and department stores during Easter vacation, or summers spent selling magazines over the phone or vacuum cleaners door to door for skimpy commissions.

"But this is good...this is a real job," says one college junior who's working in Personnel. "I'm learning something--and I'm earning more money here than I would have at McDonalds."

This year, there were 4,751 applicants vying for the limited openings, according to Charlie Pfaeffle, General Employment manager and coordinator of the Summer Students program. There are many factors determining the selection of students: the needs of various departments, the student's skills, etc. But probably the biggest factor is the number of years the student's parent has in the company. Except for Grumman scholars, summer hiring is done on the seniority system.

Placement problems

Whenever possible, students are placed in jobs related to their major in school. About half of those hired are working in areas that complement their college studies. "Obviously, if a person is in a liberal arts program majoring in philosophy, there's not an awful lot we can do for them," says Pfaeffle. "But when we can work out a good placement, it is to the company's advantage as well as the student's.

"Actually, we've found that the students are a lot more flexible about where they'll work than their parents are. We've had many parents call up to say that they don't want their son or daughter working this shift or that, or in a particular plant or area. You can't please everyone," says Pfaeffle, "but the kids seem to take things in stride better. They're open to challenging situations. Under any circumstances, processing hundreds of people in and out in 8 weeks- - through medical, payroll, records, insurance, and so forth - - is a tremendous amount of work."

Joe Kanzler didn't care what his assignment was...as long as it was in the Great River facility. "It's a five-minute walk from my house," says Joe, an accounting major going into his senior year at the University of Rhode Island. He's working in the Methods Department in Plant 43.

There are 26 students working in Great River this year, and one of the highlights of their summer is a picnic slated for the second week in August.

"Meeting other summer hires can be difficult," says Mary Butler, who helped plan the picnic along with another student, Rich Avitabile. "I'm good friends with a couple of kids here," says Mary, "but you could spend a whole summer meeting only people in your own department." Mary, a third year nursing student in the College of Mount St. Vincent, works in Business Planning in Plant 43.

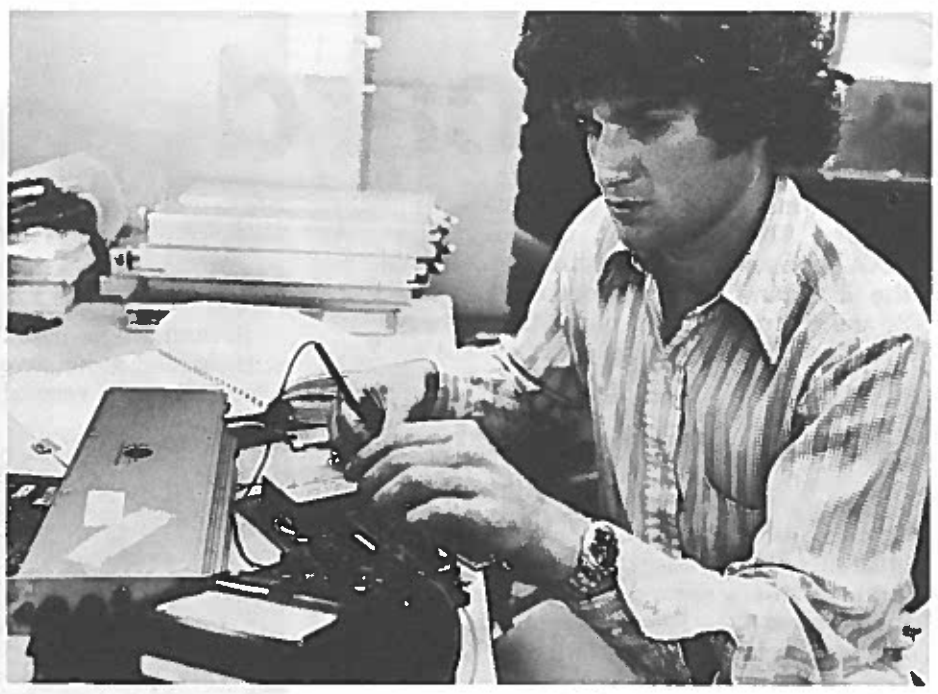
Another picnic, schedules for July 28 at McKay Field, was open to all summer employees. That effort was organized by Anne Marie

Linda Knoll

Michelle Wagner

Christine Saxe

MIT chemical engineering. *Bruce Entwistle works as an assembly riveter.*



Harvard math major. *Andy Davidson works in Instrumentation, Plant 5.*

Reilly, Summer Employment coordinator for Departmental Operations. Anne Marie, who is entering her final year at Cornell, feels that her job has been an especially challenging one.

"The experiences that summer employees have working for a large corporation can have great impact on their attitudes toward the world of work," says Anne Marie. "We don't want them to leave here feeling that they're just numbers, and that companies are cold and impersonal."

Helping hand

Christine Saxe, a psychology major at Connecticut College, thinks that Grumman is anything but cold and impersonal.. "I think that people here are really good to summer students," says Christine.

"I'm working in Secretarial Services in Plant 35 this summer. But people who know I'm a psych major have gone out of their way to introduce me to people in Human Factors and Personnel--two areas I'm very interested in. They've helped me to discover that there are many job possibilities for a psychology major other than counselling."

An art career is what Linda Knoll, a junior at the Fashion Institute of Technology, has in mind. She's stuffing envelopes and typing rosters for Grumman Athletic Association this summer, but has been talking to people in Presentations Services about her career goals. "I'm really impressed with the work they do," says Linda. "Frankly, I'd love to work there."

Money

With tuition fees spiralling, money is a very big deal to most college students; very few have the luxury of hanging out at the beaches all summer. By employing dependents, Grumman tries to alleviate some of the financial burden on parents who are sending kids through school.

Tony George, who works in Food Services in Plant 35, hopes to earn all his expenses for his junior year at the State University of New York at Stony Brook.

"I'm also working at a catering place on weekends," says Tony. "Between my job here and that one, I'm looking at food seven days a week. Sometimes it drives you a little bit crazy, seeing mountains of food all the time. Working a 72 hour week isn't doing wonders for my social life either. But I guess it's worth it."

Loren Daniels, a senior at State University of New York at Old Westbury, is also spending his summer amid the tomato surprises and chicken salad plates. "I'm having a good summer," says Loren. "The pace here is pretty relaxed, and the people are friendly--on both sides of the counter."

Lawrence Crawley

Patrick O'Brien

All in the family

Has working for the same company as their mother or father had any effect on the relationship with that parent?

Christine Saxe says that she and her father "... spend more time together... it's nice. He works in Plant 5, so we commute together. I think we've gotten to know each other a little better this summer."

Mary Butler agrees. "We don't commute together, since I'm in Great River and he's in Bethpage. But he's been in the company for 30 years, and he's in love with Grumman. I've discovered that there are a lot of people here who are just like him, who have that same sort of dedication. I've come to understand him a little bit better."

One young man who's working in Plant 2 says that his summer employment has "dramatically changed" his relationship with his father.

"My father has been with Grumman since he was 26 years old," he says. "All of a sudden, I'm doing something he can respect. He still won't talk to me about school, which he regards as a waste of my time and his money; he still thinks my friends are a bunch of jerks. But when we talk about work, we don't fight. In one small area, I've become an adult in his eyes."

A young woman who's working in Secretarial Services recently met her father's secretary. "She says he's a real terror to work for...very critical and demanding. Well, I've known that since I was seven years old. But it was kind of reassuring to know that other people may view your parents the same way you do."

Back to the books

In a few weeks, Grumman's summer hires will be heading back to school. They'll have a bit of money put away, and two months' of "real world" job experience tag on to their resumes.

As one college sophomore explains it, "I've gained many things from this job...it's such a big place. You're exposed to a lot of people and a lot of new ideas. I didn't put my education on hold until September."

scorecard

You may want to sharpen your skills before the bowling season begins. A GAA-sponsored bowling clinic will be held at the Sheridan Lanes in Mineola on August 1, 2, 8, and 9, from 5 to 7 p.m. For further information, call Herb Mahoney at GAA, Ext. 2133 or 2269.

Golf tourney openings

Because the annual GAA Golf Tourney of Champions was completely booked just one hour after registration began, Mike Cherry has arranged for a second golf outing to be held on August 22. For more information, call Mike on Ext. 2133 or 2269.

Saltwater fishing

The Grumman Rod and Gun Club is entered in an inter-club bluefish competition to be held on Saturday, August 5. All club members interested in competing on the team should contact Bill Mitchell, Ext. 7783. Bill says all Grummanites will be eligible to participate in the annual fishing contest. Rules and entry blanks will soon be available at all Employee Services (ES) offices.

Gun safety

Several tragic instances of children playing with loaded guns have resulted in three Long Island deaths recently. In the interests of safety, the Grumman Rod and Gun Club is providing--free of charge--a National Rifle Association (NRA) pamphlet on gun safety.

"Guns in Your Home" is available at all Bethpage ES offices. Outside of the Bethpage area, write to Gordon Woodruff, mail stop A18-05 for a copy. The club wishes to remind everyone that anything capable of launching a projectile, whether it be a bullet, a pellet, bb, dart, nail or arrow is a potentially lethal weapon.

Stuart champs. *Ed Dalva, Vice President and general manager of Stuart Operations congratulates Plant 77's table tennis champs: (L to R) Garnard Miller, Brenda Newman, John Seadon, Doug Funk, Marty L'Heureux, Dalva, Conrad Patterson, Lucius Rayson, Eugene Stevens, Sandi Bell, Patty Stebbins, Germaine Patterson and Lee Bell.*

service milestones

(Continued from page 9)

George G. Cohen, Prop. Est (5)
Francis J. Berardino, Corp. Plng. Cntl. & Budg. (5)
Joseph G. Stalk Jr., Resources Mgt. & Staff (5)
Donald M. Wallace, Pub. Affairs (5)
Kenneth F. Ball, Instr. Test (6)
August L. Euring, Maint. (6)
Jack H. White, Maint. (6)
Richard T. Cruger, Plt. Protect. (6)
John M. Morris, Elect. Instal. (6)
John W. Turner, Elect. Instal. (6)
George R. Stapleton, Elect. Instal. (6)
George M. Parent, Elect. Instal. (6)
David J. Zazeski, Elect. Bench Assy. (6)
Frederick V. Filippone, Matl. Hand/Storage (6)
Kenneth M. Hayes, Repair Cntl. (6)
Stephen Petrokiewicz, Final Assy. Insp. (6)
Frederic N. Peterson, A/C Prog. (7)
James G. Hartmann, Tooling (11)
Henry J. Rotzman, Maint. (12)
James O. Nelson, Metal & Weld. Engg. (12)
Peter J. Donohue, Elements & Matl. Test (12)
Fred J. Koch, Adv. Matl. & Process Dev. (12)
George T. Callahan, Maint. (13)
Bruce D. Perine, ILS Pub. Proj. Mgt. (15)
Emil G. Pavlik Jr., ILS Tech. Writing (15)
William L. Tucker, ILS Pubs. Cntl. (15)
Jerome R. Kelly, ILS Prod. (15)
John Devlin, ILS Est. (15)
William E. Wrner, Cent. Ship. Cntl. (17)
August F. Elsner, Cent. Ship. Handling (17)
Gordon L. Pottberg, Plt. Protect. (18)
Richard Brown, Trans-Ops. (20)
Harold F. Kelley, Trans-Equip. Maint. (20)
Howard V. Spegman, PPO-F-14 (25)
Edith M. Sundman, Office Mgt. (25)
Mack L. Oakman, Maint. (25)
William Alexander, Equip. Lines (25)
Anthony D. Costabile, Struct. Des. (25)
John P. Hsu, Cntl. & Mech. (25)
Robert J. Mihok, Chem. Engg. & Process Stand. (25)
Ivan Kadar, Des. Engg. Mgt. & Staff (25)
Walter N. Zywan, Research (26)
Harold W. Johnson, Proc. Serv. (30)
Charles F. Draudt, Pricing & Anal. (30)
Edward J. McKeough, Cust. Supply Rqmts. Mgt. (30)
Emerson Turner, ILS Supply Ops. Proj. Mgt. (30)
Allan J. Westbrook, Elect. Engg. Power/Cntl. (30)
Carmela C. DiBella, Acct. Adm. (30)
Marvin I. Brown, ILS Elect. Pkg. (35)
Claude E. Gibson III, Info. Rec. & Serv. (35)
Even S. Thorsen, Struct. Anal. (35)
George J. Duckett, Struct. Anal. (35)
Walter E. Hammel, Struct. (35)
Gabriel Isakson, Struct. Mech. (35)
Joseph H. Scanlon, Aerophysics (35)
Robert H. Klemm, Standards (35)
Walter H. Lengwenus, Sub-Assy. (36)
Michael J. Kennedy Jr., Prod. Super. (36)
Frederick Buck, Prod. Super. (36)
Richard J. Messina, Prod. Cntl-Parts Cntl. (36)
Louis A. Fabiano, Prod. Softwre. Syst. M/S (36)
Anthony Carnesi, Mfg. Resources (40)
Philip Kiburis, ILS Elect. Pkg. (40)
Salvatore V. Failla, ILS Digital Engg. (40)
David W. Tarbell, Syst. Anal. (40)
Morton M. Aguado, Traj/Navig. & Guid. Anal. (40)
Charles L. Dietz, Antennas & Radomes (40)
Thomas F. Gould, Softwre. Devel. (40)
Raymond C. Perticaro, Mech. Struct. & Assy. (43)
James N. Thorsen, Mfg. Rqmts. Plng. (43)
Robert F. Richter, Methods Engg. (43)
Paul G. Mulligan, Methods Engg. (43)
Richard F. Dougherty, Resources (43)
Barbara B. Horak, Dist. Serv. (44)
Ernest F. Barina, Tool & Proto. (77)
Ralph O. Marangio, Tool Engg. (77)
Clinton C. Dalton, A/C Syst. Serv. (79)
Michael J. Piluso, Prod. (80)
Raymond E. Hanlon, Supp. Equip. Serv. (80)
Raymond R. Munsell, Prod. (88)
John Urgo Jr., Prod. (88)

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